

25X1

CD NO.

NO. OF PAGES 3

NO. OF ENCLS.
(LISTED BELOW)

25X1

DATE OF INFO.

SUPPLEMENT TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

25X1

25X1

were available to the GDR railroads in 1961.

a. Numbers of Locomotives:

Type of Locomotives	Park of Operational Locomotives	Damaged Locomotives	Total
	Serviceable	Under Repair	
Steam	10	1	11
Electric	10	1	11
Gas	10	1	11
Other	10	1	11
Total	40	4	44

Steam Locomotives

Standard-gauge	3,960	1,604	914	6,478
Narrow-gauge	163	68	3	234

Electric locomotives	176	194
----------------------	-----	-----

Small motor locomotives	45	498
-------------------------	----	-----

b. Numbers of freight cars:

Total	Gondola Cars	Boxcars including Refrigerator Cars	Flatcars	Tank Cars	Other Freight Cars
-------	--------------	-------------------------------------	----------	-----------	--------------------

144,854	67,306	41,128	24,869	13,463	2,088
---------	--------	--------	--------	--------	-------

The following were

13,765	5,771	3,393	3,382	1,219	-	2
--------	-------	-------	-------	-------	---	---

c. Number of cases under the Federal court jurisdiction:

Type of Cars	Total	Park of Operational Cars Serviceable	Under Repair	Damaged Cars
--------------	-------	---	--------------	-----------------

Passenger Cars	11,658	10,105	1,314	239
----------------	--------	--------	-------	-----

including:

Care running in	8,867	7,655	993	219	25X1
-----------------	-------	-------	-----	-----	------

[illegible]

25X1

SECRET

- 2 -

including:

Express train coaches	877	708	95	74
Fast train coaches	174	143	225	6
Passenger coaches	7,241	6,438	716	87
Down	200	175	25	-
Rail	315	156	123	36
Sleepers	22	11	4	7
	38	24	5	9
	1,468	1,282	186	-
	1,323	1,168	135	20
	137			
Narrow-gauge coaches	812			12
Railroad service cars	1,638			590
Mail cars	827			4
				3

2.

25X1

- a. In February 1955, an average of 30,686 freight cars, including 11,461 cars for coal and coke, were daily dispatched. The average round trip time period of freight cars was 3.43 days.
- b. Hauls in February 1955:

	Total Freight Traffic	Total Passenger Traffic	including General Traffic	S-Bahn Traffic
Passengers carried		79,551	49,262	30,289
Passenger km (in million)		1,520	1,100	420
Average distance travelled (in km)		19,11	22,33	13,87
Tariff tons (in 1,000)	13,575			
Net ton km (in million)	2,059			
Tariff ton km (in million)	1,776			

1. Comment. Compared to January 1955, the total number of standard-gauge locomotives increased by one which was presumably newly manufactured. The numbers of locomotives under repair again increased. The number of damaged locomotives decreased by 1 which was probably deactivated. The total number of narrow-gauge locomotives increased by 1 which was probably newly manufactured. The total number of electric locomotives remained constant; the number of damaged electric locomotives decreased by 4. It was not determined whether the latter locomotives were deactivated or were again added to the park of operational locomotives. There was no change in the number of small motor locomotives.

25X1

25X1

SECRET

25X1

SECRET

25X1

- 3 -

2. Comment. Compared to January, the total number of freight cars increased by 843. The number of tank cars increased by 884. 12,714 railroad tank cars were available on 24 March 1955. The number of freight cars under repair increased considerably. 25X1
3. Comment. ~~Number of freight cars increased by 9, including 8 express trains. The number of freight cars in the individual categories remained constant or fluctuated only slightly.~~ 25X1
4. Comment. Compared to January which is the month with the lowest volume of traffic, the average number of daily operated freight cars increased. The average round trip time period of freight cars increased from 3.3 to 3.43 days. An average round trip time period of 3 days had been scheduled, and met in 1954. 25X1
5. Comment. The total hauls of freight and passenger traffic decreased slightly in February (28 days). 25X1

25X1

SECRET

25X1

CLASSIFICATION

$$i = n - C - n - C = 2$$

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT - CD NO

COUNTRY East Germany

DATE DISTR. 17 June 1955

SUBJECT East German Railroad Statistics

NO. OF PAGES 3

PLACE
ACQUIRED

NO. OF ENCLS.
(LISTED BELOW)

DATE OF INFO. 5

SUPPLEMENT TO
REPORT NO.

25X1

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED. ~~IN ADDITION~~ THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION.

25X1

the following numbers of locomotives and cars were available to the CNR railroads on 28 February 1954:

a. Numbers of Locomotives:

25X1

Type of Locomotives	Park of Operational Locomotives		Damaged Locomotives	Total
	Serviceable	Under Repair		
Steam	1	1	1	2
Electric	1	1	1	2
Gas	1	1	1	2
Other	1	1	1	2
Total	4	4	4	8

Steam Locomotives

Standard-gauge	3,960	1,604	914	6 478
Narrow-gauge	163	68	5	234

Electric locomotives

Small motor locomotives

b. Numbers of freight cars:

Total	Gondola Cars	Boxcars including refrigerator Cars	Flatcars	Tank Cars	Other Freight Cars
1,000	100	200	100	100	500

144,854	63,306	4,128	24,959	13,463	2,088
---------	--------	-------	--------	--------	-------

of which, the following were under repair:

15,765	5,771	3,393	3,382	1,219
--------	-------	-------	-------	-------

c. Numbers of cars other than freight cars:

Type of Cars	Total	Park of Operational Cars	Baragon
		Serviceable	Under Repair Cars
1960-1961	100	85	15
1962-1963	100	85	15
1964-1965	100	85	15
1966-1967	100	85	15
1968-1969	100	85	15
1970-1971	100	85	15
1972-1973	100	85	15
1974-1975	100	85	15
1976-1977	100	85	15
1978-1979	100	85	15
1980-1981	100	85	15
1982-1983	100	85	15
1984-1985	100	85	15
1986-1987	100	85	15
1988-1989	100	85	15
1990-1991	100	85	15
1992-1993	100	85	15
1994-1995	100	85	15
1996-1997	100	85	15
1998-1999	100	85	15
2000-2001	100	85	15
2002-2003	100	85	15
2004-2005	100	85	15
2006-2007	100	85	15
2008-2009	100	85	15
2010-2011	100	85	15
2012-2013	100	85	15
2014-2015	100	85	15
2016-2017	100	85	15
2018-2019	100	85	15
2020-2021	100	85	15
2022-2023	100	85	15
2024-2025	100	85	15
2026-2027	100	85	15
2028-2029	100	85	15
2030-2031	100	85	15
2032-2033	100	85	15
2034-2035	100	85	15
2036-2037	100	85	15
2038-2039	100	85	15
2040-2041	100	85	15
2042-2043	100	85	15
2044-2045	100	85	15
2046-2047	100	85	15
2048-2049	100	85	15
2050-2051	100	85	15
2052-2053	100	85	15
2054-2055	100	85	15
2056-2057	100	85	15
2058-2059	100	85	15
2060-2061	100	85	15
2062-2063	100	85	15
2064-2065	100	85	15
2066-2067	100	85	15
2068-2069	100	85	15
2070-2071	100	85	15
2072-2073	100	85	15
2074-2075	100	85	15
2076-2077	100	85	15
2078-2079	100	85	15
2080-2081	100	85	15
2082-2083	100	85	15
2084-2085	100	85	15
2086-2087	100	85	15
2088-2089	100	85	15
2090-2091	100	85	15
2092-2093	100	85	15
2094-2095	100	85	15
2096-2097	100	85	15
2098-2099	100	85	15
2100-2101	100	85	15
2102-2103	100	85	15
2104-2105	100	85	15
2106-2107	100	85	15
2108-2109	100	85	15
2110-2111	100	85	15
2112-2113	100	85	15
2114-2115	100	85	15
2116-2117	100	85	15
2118-2119	100	85	15
2120-2121	100	85	15
2122-2123	100	85	15
2124-2125	100	85	15
2126-2127	100	85	15
2128-2129	100	85	15
2130-21			

Passenger Cars	1,655	10,105	1,310	230
----------------	-------	--------	-------	-----

including:

Turn running in percentage of total	6,667	7,654	993	210
--	-------	-------	-----	-----

CLASSIFICATION

~~S-E-C-R-E-T~~

STATE	30	NAVY	30	NSRB	DISTRIBUTION							
ARMY	30	AIR	30	FBI								

25X1

SECRET

25X1

- 2 -

including:

Express train coaches	877	708	95	74
Fast train coaches	174	143	25	6
Passenger train coaches	7,241	6,438	716	87
Double-deck cars	200	175	25	-
Rail motor cars	315	156	123	36
Sleepers	22	11	4	7
Diners	38	24	5	9
S-Bahn cars	1,468	1,282	186	-
Luggage cars	1,323	1,168	135	20
Coaches for special purposes	137			
Narrow-gauge coaches	812			12
Railroad service cars	1,638			590
Mail cars	827			4
				3

2.

25X1

a. In February 1955, an average of 30,686 freight cars, including 11,461 cars for coal and coke, were daily dispatched. The average round trip time period of freight cars was 3.43 days.

b. Results in February 1955:

	Total Freight Traffic	Total Passenger Traffic	including General Traffic	S-Bahn Traffic
Passengers carried		79,551	49,262	30,289
Passenger km (in million)		1,520	1,100	420
Average distance travelled (in km)		19.11	22.33	13.87
Tariff tons (in 1,000)	13,575			
Net ton km (in million)	2,059			
Tariff ton km (in million)	1,776			

1. Comment. Compared to January 1955, the total number of standard-gauge locomotives increased by one which was presumably newly manufactured. The numbers of locomotives under repair again increased. The number of damaged locomotives decreased by 1 which was probably deactivated. The total number of narrow-gauge locomotives increased by 1 which was probably newly manufactured. The total number of electric locomotives remained constant; the number of damaged electric locomotives decreased by 4. It was not determined whether the latter locomotives were deactivated or were again added to the park of operational locomotives. There was no change in the number of small motor locomotives.

25X1

25X1

SECRET

SECRET

25X1

- 3 -

2. Comment. Compared to January, the total number of freight cars increased by 843. The number of tank cars increased by 884. 12,714 railroad tank cars were available on 24 March 1955. The number of freight cars under repair increased considerably. 25X1
3. Comment. Number of cars other than freight cars increased by 9, including 8 express train coaches. The numbers of cars in the individual categories remained constant or fluctuated only slightly. 25X1
4. Comment. Compared to January which is the month with the lowest volume of traffic, the average number of daily operated freight cars increased. The average round trip time period of freight cars increased from 3.3 to 3.43 days. An average round trip time period of 3 days had been scheduled, and met in 1954. 25X1
5. Comment. The total hauls of freight and passenger traffic decreased slightly in February (28 days). 25X1

25X1

SECRET